

Subpart B—Particular Construction and Arrangements

§ 127.200 Classification society standards.

Each OSV of at least 6,000 GT ITC (500 GRT if GT ITC is not assigned) must, in addition to the requirements contained elsewhere in this subchapter, be classed by a classification society recognized under the provisions of part 8 of subchapter A (Procedures Applicable to the Public) of this chapter.

[USCG–2012–0208, 79 FR 48935, Aug. 18, 2014]

§ 127.210 Structural standards.

(a) Except as provided by paragraphs (b) and (c) of this section, compliance with the construction and structural rules established by the American Bureau of Shipping and incorporated by reference in § 125.180 is acceptable for the design and construction of an OSV.

(b) The current standards of other recognized classification societies, or any other established current standard, may also be used upon approval by the Commandant (CG–ENG).

(c) If no established current standard for design is used, detailed design calculations must be submitted with the plans required by § 127.110 of this part.

(d) The plans required by § 127.110 of this part should specify their standard for design.

[CGD 82–004 and CGD 86–074, 62 FR 49328, Sept. 19, 1997, as amended by USCG–2009–0702, 74 FR 49235, Sept. 25, 2009; USCG–2012–0832, 77 FR 59782, Oct. 1, 2012]

§ 127.220 General fire protection.

(a) Each vessel must be designed and constructed to minimize fire hazards, as far as reasonable and practicable.

(b) Exhausts of internal-combustion engines, galley uptakes, and similar sources of ignition must be kept clear of and insulated from woodwork and other combustible matter.

(c) Paint lockers and similar compartments must be constructed of steel or be wholly lined with steel.

(d) Except as provided by paragraph (e) of this section, when a compartment containing the emergency source of electric power, or vital components of that source, adjoins a space containing either the ship's service gen-

erators or machinery necessary for the operation of the ship's service generators, each common bulkhead and deck must be of "A-60" Class construction as defined by § 72.05–10 of this chapter.

(e) The "A-60" Class construction required by paragraph (d) of this section is unnecessary if the emergency source of electric power is in a ventilated battery locker that—

(1) Is located above the main deck;

(2) Is located in the open; and

(3) Has no boundaries contiguous with other decks or bulkheads.

§ 127.225 Structural fire protection.

(a) Each OSV of at least 6,000 GT ITC (500 GRT if GT ITC is not assigned) must comply with the provisions of Chapter II–2 of SOLAS, 1974, as amended (incorporated by reference, see § 125.180), for Method IC cargo ships.

(b) All structural fire-protection materials must be approved by the Coast Guard in accordance with the regulations of subpart 2.75 of this chapter.

(c) The exterior boundaries of superstructures, except wheelhouses, containing accommodation, service and control spaces, facing the cargo area must be constructed of steel and comply with §§ 32.56–20, 32.56–21, and 32.56–22 of this chapter.

(d) Cargo pump rooms must be separated from accommodation spaces, service spaces, and control stations by A–60 divisions.

(e) Cargo pump rooms must be separated from machinery spaces of category A by A–0 divisions.

[USCG–2012–0208, 79 FR 48935, Aug. 18, 2014]

§ 127.230 Subdivision and stability.

(a) Each vessel must meet the applicable requirements in subchapter S of this chapter.

(b) An OSV of at least 6,000 GT ITC (500 GRT if GT ITC is not assigned) that is of at least 80 meters in length is not required to comply with part 174, subpart G of this chapter.

[CGD 82–004 and CGD 86–074, 62 FR 49328, Sept. 19, 1997, as amended by USCG–2012–0208, 79 FR 48936, Aug. 18, 2014]

§ 127.240 Means of escape.

(a) Except as provided by paragraphs (l) and (m) of this section, there must